1. In a utility vehicle having a frame supported by a front steering axle with a pair of front steered wheels mounted upon the front steering axle, a rear drive axle with a pair of powered rear wheels mounted upon the rear drive axle, a middle driven axle with a pair of driven middle wheels mounted on the middle driven axle, and a longitudinally oriented bogey beam with the front steering axle attached at the front end of the bogey beam and the middle driven axle attached at the rear end of the bogey beam, and the bogey beam attached to the vehicle at and pivoting about a pivot point between the front steering axle and the middle driven axle, the improvement comprising:

a drive shaft interconnected with the front steered wheels and interconnected with the middle driven axle and driving the front steered wheels from the middle driven axle.

2. The vehicle of claim 1 wherein the drive shaft is enclosed within a hollow bogey beam.

3. The vehicle of claim 1 further including a drive assembly interconnecting the rear drive axle to the middle driven axle to transfer power from the rear drive axle to the middle driven axle.

4. The vehicle of claim 1 further including a universal drive assembly interconnecting the rear drive axle to the middle driven axle to transfer power from the rear drive axle to the middle driven axle, wherein the universal drive assembly comprises a universal joint connected to each of the middle driven axle and the rear drive axle and an assembly with telescoping shafts interconnecting the two universal joints.

5. A utility vehicle comprising:

a frame;

a front steering axle with a pair of front steered and driven wheels mounted upon the front steering axle;

a rear drive axle with a pair of driven rear wheels mounted upon the rear drive axle;

a middle driven axle with a pair of driven middle wheels mounted on the middle driven axle;

a longitudinally oriented bogey beam with the front steering axle attached at the front end of the bogey beam and the middle driven axle attached at the rear end of the bogey beam, and the bogey beam attached to the vehicle at and pivoting about a pivot point between the front steering axle and the middle driven axle; and

a drive shaft interconnected with the front steered wheels and interconnected with the middle driven axle and driving the front steered wheels from the middle driven axle.

6. The vehicle of claim 5 wherein the drive shaft is enclosed within a hollow bogey beam.

7. The vehicle of claim 5 further including a drive assembly interconnecting the rear drive axle to the middle driven axle to transfer power from the rear drive axle to the middle driven axle.

8. The vehicle of claim 5 further including a universal drive assembly interconnecting the rear drive axle to the middle driven axle to transfer power from the rear drive axle to the middle driven axle, wherein the universal drive assembly

comprises a universal joint connected to each of the middle driven axle and the rear drive axle and an assembly with telescoping shafts interconnecting the two universal joints.

9. In a utility vehicle having a frame supported by a front steering axle with a pair of front steered wheels mounted upon the front steering axle, a rear drive axle with a pair of driven rear wheels mounted upon the rear drive axle, and a longitudinally oriented bogey beam with the front steering axle attached at the front end of the bogey beam and a resilient member attached at the rear end of the bogey beam and to the vehicle, and the bogey beam attached to the vehicle at and pivoting about a pivot point between the front steering axle and the resilient member, the improvement comprising:

a drive shaft interconnected with the front steered wheels and interconnected with the rear drive axle.

10. The vehicle of claim 9 wherein the drive shaft is enclosed within a hollow bogey beam.

11. The vehicle of claim 9 wherein the resilient member is a suspension strut.

12. The vehicle of claim 9 further including a drive assembly interconnecting the rear drive axle to the drive shaft to transfer power from the rear drive axle to the front steering axle.

13. The vehicle of claim 9 further including a universal drive assembly interconnecting the rear drive axle to the drive shaft to transfer power from the rear drive axle to the front steering axle, wherein the universal drive assembly comprises

a universal joint connected to each of the drive shaft and the rear drive axle and an assembly with telescoping shafts interconnecting the two universal joints.

14. A utility vehicle comprising:

a frame;

a front steering axle with a pair of front steered and driven wheels mounted upon the front steering axle;

a rear drive axle with a pair of driven rear wheels mounted upon the rear drive axle;

a longitudinally oriented bogey beam with the front steering axle attached at the front end of the bogey beam and a resilient member attached to the vehicle and to the bogey beam at the rear end of the bogey beam, and the bogey beam attached to the vehicle at and pivoting about a pivot point between the front steering axle and the resilient member; and

a drive shaft interconnected with the front steered wheels and interconnected with the rear drive axle and driving the front steered wheels from the rear drive axle.

15. The vehicle of claim 14 wherein the drive shaft is enclosed within a hollow bogey beam.

16. The vehicle of claim 14 wherein the resilient member is a suspension strut.

17. The vehicle of claim 14 further including a drive assembly interconnecting the rear drive axle to the drive shaft to transfer power from the rear drive axle to the front steering axle.

18. The vehicle of claim 14 further including a universal drive assembly interconnecting the rear drive axle to the drive shaft to transfer power from the rear drive axle to the front steering axle, wherein the universal drive assembly comprises a universal joint connected to each of the drive shaft and the rear drive axle and an assembly with telescoping shafts interconnecting the two universal joints.